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5.	The SKU at Frankfurt/Oder is some sort of forwarding agency formilitary rail shipments to and from the USSR. Incoming trains	are broken un
	and the freightcars forwarded individually or in groups. Train USBR are assembled at Frankfurt/Oder by the SKU. Records for a shipments are exclusively kept by the commanding officer of this informed by telephone about any incoming shipment which crowder bridge.  On the basis of the records kept in his "Planaollbuch 1955" thindividual cars of the incoming trains are forwarded to indiviplaces of destination. The distribution of the cars is entered special book made out for the interpreters. The pages of this numbered and when all pages are written up the book is taken as In this book the saipments are only marked with index numbers shipment record numbers. Interpreters are unable to determine of goods involved from these numbers. If shipment record number illegible, the in expreters at the SKU in Frankfurt/Oder call part at the Soviet transportation control headquarters attached Berlin. This communication is established over the railroad to the telephone extension of the Soviet agency in Berlin is 899/	ns to the military ne SKU who cases the ne idual d in a book are way. and the type ers are their counter- ed to RED

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7.	It is the sice	ion of the Series	t Railroad Transportat	tion Office at	+ ho
10	Frankfurt/Oder	passenger static	on to direct shipments to The agency is also if	arriving from .	Brest-Lite
	shipments disp	atched from the (	JDR to the USSR. The So	viet Railroad	
	station. One S		colonal, one major, and		eutenants
1.	Comment.	It is believed t	that the SKU is a milit	tary forwarding	25X1 agen <b>c</b> y.
	were located a	t major marshalli	nsportation system, suc ing yards and had the m	mission of forward	gencies arding
	that the SKU w	as directly assig	ars below train strengt med to a central agence	y in Berlin. T	
	a field office	of the Central S	Headquarters mentioned Soviet Railroad Transpo	ortation Headqu	arters
	each of the 8		nsportation headquarter	rs are attached	to
2.	Comment.	It appears impro	sbable that the SXU is administration and no	connected to the	he 25X1
	telephone syste	em. At the end of	paragraph 4 it was stoomsunications with Ber	ated that the	railread
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